

## CTR Employer Survey Report

Thank you for completing your Commute Trip Reduction survey. This report contains the survey results.

**Employer Id :** E32110

**Employer :** Alsco

**Worksite :** Alsco

**Street :** 1923 N Waterworks St

**Jurisdiction :** City of Spokane

**Survey Date :** 3/26/2007

**Survey Type :** Online

**Response Rate :** 73%

### Drive Alone & One-Way VMT Rates at this Worksite

**Drive Alone :** 65.6%

**One-Way VMT per employee :** 7.0

### Employees and Survey Response Information

**Reported Total Employees at Worksite:** 147

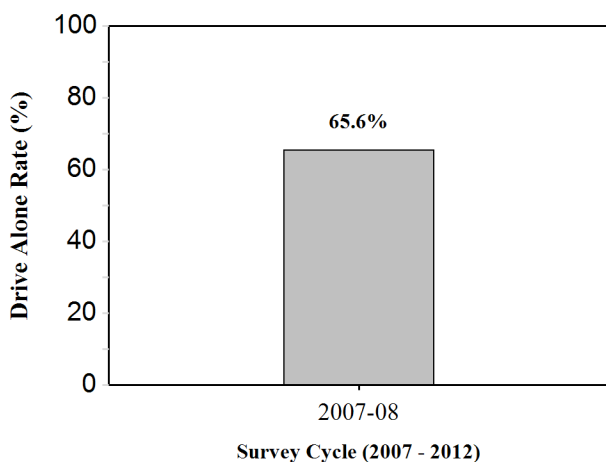
**Surveys Distributed :** 147

**Surveys Returned :** 107

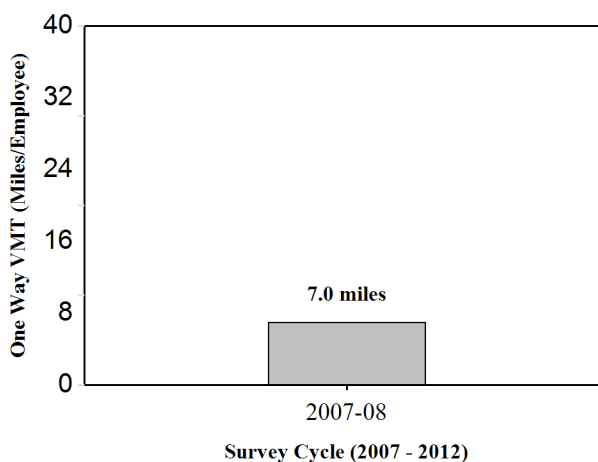
**Surveys Returned by CTR Affected Employees :** 106

**Total Estimated CTR - Affected Employees at Worksite :** 146

**Drive Alone - All Employees**



**One Way VMT per Employee - All Employees**



### Site History and Goal

Cycle	Drive Alone - All	Drive Alone - CTR Affected	VMT / Employee - All	VMT / Employee - CTR Affected
2007-08	65.6%	65.4%	7.0	7.0
Goal for 2011-12	59.0%	58.9%	6.1	6.1

Note: An "affected" employee is a person who works full-time and who begins a regular work day at a single worksite between 6 am and 9 am on two or more weekdays for at least twelve continuous months.

\*\* Goal is an estimate only, based on an assumed 10% reduction in drive alone rate and a 13% reduction in VMT/employee from the first survey conducted from 2007 to 2010. However, jurisdictions can set higher goals, and may set different goals for individual worksites. Goal is calculated off of the first survey without fill-in applied. Drive alone rate includes one-person motorcycles.

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## Comparison Between Rates With and Without Fill-In

The survey response rate is indicated on Page 1. To encourage a response rate of at least 70%, additional drive alone trips are added to survey results for worksites with a response rate of less than 70%. For these worksites it is assumed that non-responding employees between the actual response rate and 70% drive alone 5 days a week. These additional trips represent the "Fill-In" applied. Note that fill-in is not applied to a worksite's first survey in the 2007 to 2012 cycle (their baseline survey).

	2007-2008
<b>Drive Alone All Employees*</b>	65.6%
<b>VMT CTR All Employees</b>	7.0
<b>Drive Alone Affected Employees*</b>	65.4%
<b>VMT CTR Affected Employees</b>	7.0

\* Drive alone rate includes one person motorcycles.

**Congratulations! You achieved a survey response rate of 70% or higher on this survey. Fill-in comparison for previous surveys, if applicable, are included in the chart above.**

## GHG Emissions: Total for Drive Alone, Carpools, Vanpools

### Annual Greenhouse Gas Emissions (Metric Tons CO<sub>2</sub>e) for Roundtrip Commute\*

	2007-2008
<b>Emissions for Surveyed Employees</b>	169
<b>Estimated Emissions for Total Employment</b>	232

\* Estimated based on VMT from commuters driving alone, carpooling, vanpooling, or motorcycling, without fill-in applied.

## Bus Transit Passenger Miles and Rail Transit Passenger Miles\*

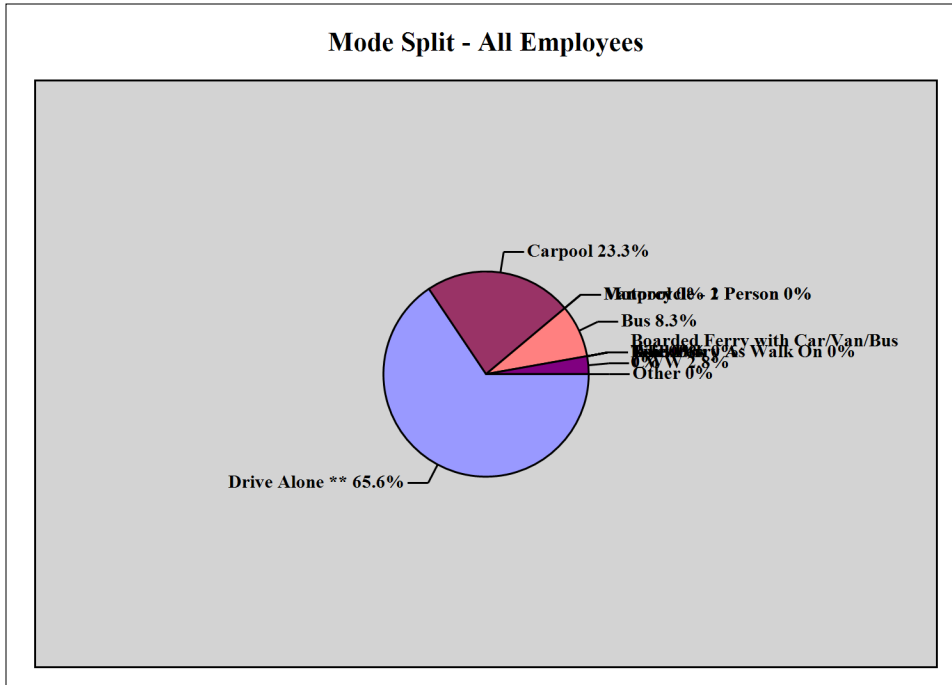
Annual Transit Passenger Miles (includes Roundtrip Commute)	2007-2008
<b>Bus Annual Passenger Miles - Surveyed Employees</b>	31,000
<b>Bus Annual Passenger Miles - Estimated for Total Employment</b>	42,589
<b>Train/Light Rail/Streetcar Annual Passenger Miles - Surveyed Employees</b>	0
<b>Train/Light Rail/Streetcar Annual Passenger Miles - Estimated for Total Employment</b>	0
<b>Ferry Annual Passenger Miles - Surveyed Employees</b>	0
<b>Ferry Annual Passenger Miles - Estimated for Total Employment</b>	0

\* Transit passenger miles can be used to gauge changes in transit usage, and also to calculate greenhouse gas emissions from transit commute trips. However, emissions attributable to transit vary widely, depending on the efficiency/energy source of transit vehicles and transit vehicle passenger load (typically ranging from 0.1 to 0.9 pounds CO<sub>2</sub>e emissions/passenger mile). Employers are strongly encouraged to contact their local transit agencies for more precise information on GHG emissions for their transit trips. If nothing else is available, the value of 0.47 pounds (0.00021 metric tons) per passenger mile can be used to estimate CO<sub>2</sub>e emissions for bus transit, and 0.39 pounds (0.00018 metric tons) CO<sub>2</sub>e emissions per passenger mile for train/light rail/streetcar.

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## Commute Trips By Mode - All Employees \*

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)



Mode	Trips During This Survey Week	% of Trips During This Survey Week	Employees Who Used This Mode at Least Once During This Survey Week	% of Employees Who Used This Mode at Least Once During This Survey Week
Drive Alone **	354	65.6%	73	68.2%
Carpool	126	23.3%	26	24.3%
Vanpool	0	0%	0	0%
Motorcycle - 1 Person	0	0%	0	0%
Motorcycle - 2 Person	0	0%	0	0%
Bus	45	8.3%	9	8.4%
Rail	0	0%	0	0%
Telework	0	0%	0	0%
Boarded Ferry with Car/Van/Bus	0	0%	0	0%
Used Ferry As Walk On	0	0%	0	0%
Walk	0	0%	0	0%
Bike	0	0%	0	0%
CWW	15	2.8%	15	14%
Other	0	0%	0	0%

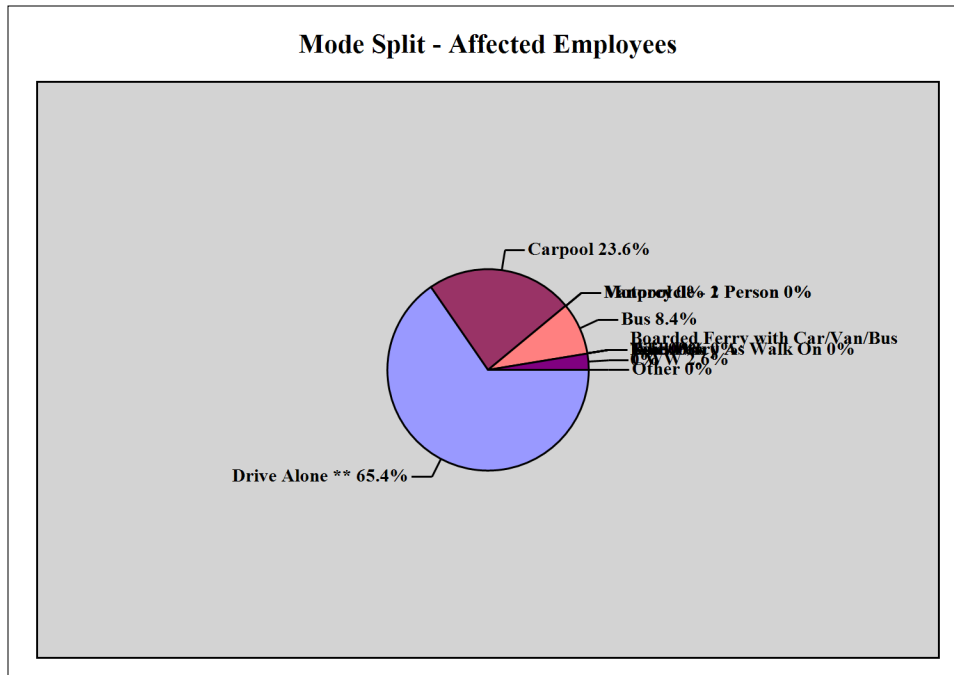
\* Mode shares in 2009/2010 survey are not entirely consistent with mode shares in 2007/08 survey since 2009/2010 survey included new modes (i.e. two ferry options)

\*\* Drive alone mode includes fill-in, where applicable.

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## Commute Trips By Mode - Affected Employees \*

Q.4a: Last week, what type of transportation did you use each day to commute TO your usual work location? (Mode used for the longest distance.)



Mode	Trips During This Survey Week	% of Trips During This Survey Week	Employees Who Used This Mode At Least Once During This Survey Week	% of Employees Who Used This Mode At Least Once During This Survey Week
Drive Alone **	350	65.4%	72	67.9%
Carpool	126	23.6%	26	24.5%
Vanpool	0	0%	0	0%
Motorcycle - 1 Person	0	0%	0	0%
Motorcycle - 2 Person	0	0%	0	0%
Bus	45	8.4%	9	8.5%
Rail	0	0%	0	0%
Telework	0	0%	0	0%
Boarded Ferry with Car/Van/Bus	0	0%	0	0%
Used Ferry As Walk On	0	0%	0	0%
Walk	0	0%	0	0%
Bike	0	0%	0	0%
CWW	14	2.6%	14	13.2%
Other	0	0%	0	0%

\* Mode shares in 2009/2010 survey are not entirely consistent with mode shares in 2007/08 survey since 2009/2010 survey included new modes (i.e. two ferry options).

\*\* Drive alone mode includes fill-in, where applicable.

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### Alternative Modes - Number of Employees Who Used a Non-Drive Alone Mode:

Non-Drive Alone Number Of Days	Exactly this # of Employees	Exactly this % of Employees	At least # of Employees	At least % of employees
0 Day	59	55%	107	100%
1 Days	14	13%	48	45%
2 Days	0	0%	34	32%
3 Days	0	0%	34	32%
4 Days	0	0%	34	32%
5 Days	33	31%	34	32%
6 or More Days	1	1%	1	1%

### Work Schedules By Group - All Employees (This table shows the relationship between work schedule and commute mode)

Employees who worked:	Drive Alone 5 days / week		Drive Alone 3 or 4 days / week		Used Bus At Least 3 days / week		Carpooled At Least 3 days / week		Used Rail At Least 3 days / week		Vanpooled At Least 3 times / week		Biked or Walked At Least 3 Days / week		Used 'Other' Modes At Least 3 Days / week		Used Non- Drive Alone At Least 3 Days / week	
5 days a week	56	62.2%	1	1.1%	9	10%	22	24.4%	0	0%	0	0%	0	0%	0	0%	31	34.4%
4 days a week (4/10s)	0	0%	14	87.5%	0	0%	2	12.5%	0	0%	0	0%	0	0%	0	0%	2	12.5%
3 days a week	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
9 days in 2 weeks (9/80)	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
7 days in 2 weeks	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	1	100%	0	0%	0	0%	0	0%	0	0%	1	100%

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## Count by Occupancy of Carpools, Vanpools, and Motorcycles

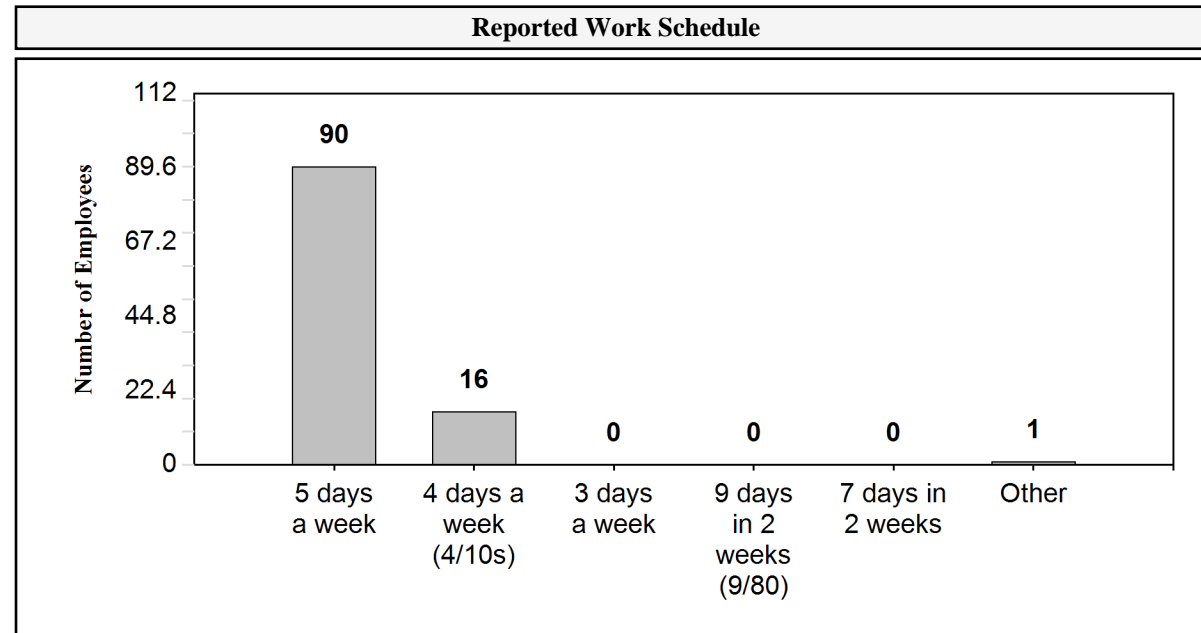
Q.4b If you used a carpool or vanpool as part of your commute, or if you ride a motorcycle, how many people (age 16 or older) are usually in the vehicle?

Ridesharing Occupancy	Mode	Response Count
1	Motorcycle	0
2	Motorcycle	0
2	Carpool	111
3	Carpool	15
4	Carpool	0
5	Carpool	0
>5	Carpool	0
<5	Vanpool	0
5	Vanpool	0
6	Vanpool	0
7	Vanpool	0
8	Vanpool	0
9	Vanpool	0
10	Vanpool	0
11	Vanpool	0
12	Vanpool	0
13	Vanpool	0
14	Vanpool	0
15	Vanpool	0

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## Reported Work Schedule - All Employees

Q.5 Which of the following most fits your normal work schedule?



Reported Work Schedule	# Of Responses	% Of Employees
5 days a week	90	84.1%
4 days a week (4/10s)	16	15%
3 days a week	0	0%
9 days in 2 weeks (9/80)	0	0%
7 days in 2 weeks	0	0%
Other	1	0.9%

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## Use Of Alternatives - Telework

**Q.6b** Employees who reported teleworking at least once in the previous two weeks, days teleworked in the last two weeks.

Number Of Days Teleworked	# Of Responses	% Of Total Employees
0	107	100%
1	0	0%
2	0	0%
3	0	0%
4	0	0%
5	0	0%
6	0	0%
7	0	0%
8	0	0%
9	0	0%
10	0	0%
Not Answered	0	0%



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## Distance to Work, Use of Ferries, Park-and-Ride lots or Paid Parking by All Employees

Q.7a. One-way, how many miles do you commute?

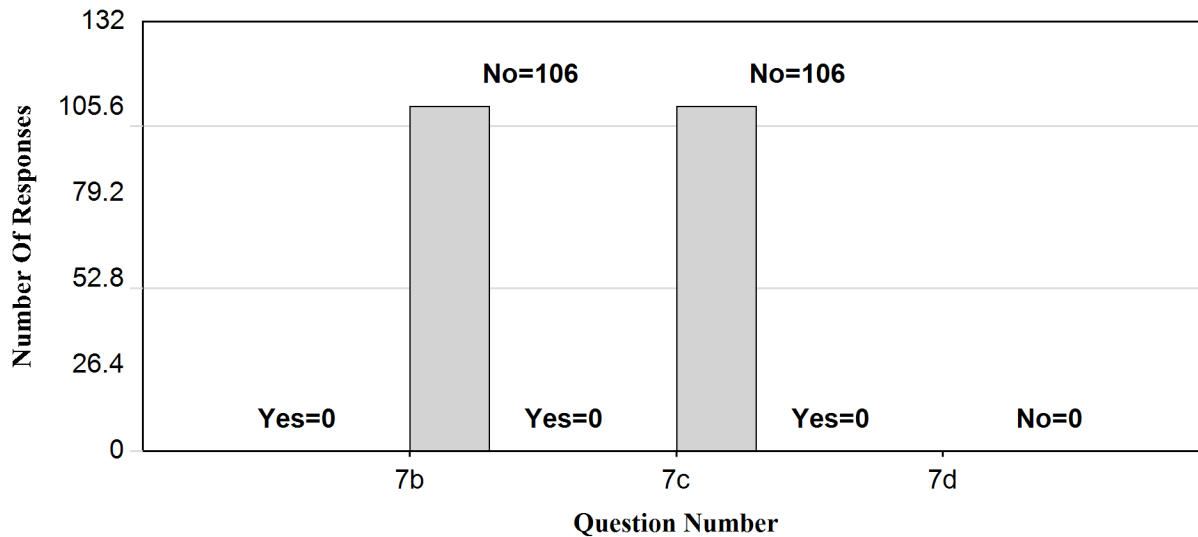
Average one-way distance home to work: 9.2 miles

Q.7b. Last week did you ride a ferry as part of your commute?

Q.7c. Last week did you use a park-and-ride lot as part of your commute?

Q.7d. Last week did you pay for parking as part of your commute?

**Ferry, Park-and-Ride, or Paid Parking**



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## Preferred Incentives by All Employees

Q.9 If you drive alone to work, which of the following would most encourage you to try using an alternative to driving alone? (Respondents asked to select the three incentives most important to them.)

Preferred Incentive	# of Responses	% of all Responses
A financial subsidy for giving up your parking space	9	12.3%
An employer-provided car for work purposes during work hours	7	9.6%
More frequent bus service at the worksite	5	6.8%
Personalized help forming a carpool or vanpool	4	5.5%
Transportation during lunch or breaks for personal errands	3	4.1%
More information about commute alternatives	3	4.1%
Personalized help finding bus times and routes	3	4.1%
A financial incentive (allowance/subsidy) for using an alternative to driving alone	20	27.4%
More spaces at park-and-ride lots	2	2.7%
An immediate ride home in case of an emergency(guaranteed ride home)	12	16.4%

A more flexible work schedule to meet carpools, vanpools, the bus,etc.	1	1.4%
Secured, covered parking for your bicycle	1	1.4%
Lockers and showers for walkers and bicyclists	1	1.4%
Priority, reserved, or discounted parking for carpools and vanpools	1	1.4%
Improved security at park-and-ride lots	1	1.4%
Other:	0	0%
Opportunity to work at home(telework)	0	0%
on-site childcare, banking, dry cleaning, fitness center or other services	0	0%
On-site food service or kitchen facility	0	0%

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### Likelihood of Trying Alternative Modes (Percentage of All Employees)

**Q.10:** How likely would you be to try the following ways of getting to work?

Mode	Do Now	Likely	Not Likely	Not an Option	# of Responses
Carpool	8.4%	15.9%	18.7%	4.7%	51
Vanpool	0.9%	12.1%	21.5%	6.5%	44
Bus	2.8%	2.8%	26.2%	8.4%	43
Train	0.0%	0.0%	0.0%	0.0%	0
Bicycle	0.0%	3.7%	17.8%	17.8%	42
Walking	1.9%	3.7%	16.8%	16.8%	42
Telework	0.0%	0.0%	13.1%	25.2%	41
CWW	0.0%	2.8%	13.1%	22.4%	41

### Employee Transit Use - All Employees

**Q.11:** Last week, how many one-way transit or walk-on ferry rides did you take on each listed below (for any purpose, not just getting to and from work)?

Trips / Week	Employees Making This Many Transit Trips in a Week	
	Spokane	Other Transit
1	0	0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11 or more	0	0
# Of Employees using Transit	0	0
Total One-Way Transit Trips Per Week	0	0

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### Employee Transit Use - Affected Employees

Q.11: Last week, how many one-way transit or walk-on ferry rides did you take on each listed below (for any purpose, not just getting to and from work)?

Trips/ Week	Employees Making This Many Transit Trips in a Week	
	Spokane	Other Transit
1	0	0
2	0	0
3	0	0
4	0	0
5	0	0
6	0	0
7	0	0
8	0	0
9	0	0
10	0	0
11 or more	0	0
# Of Employees using Transit	0	0
Total One-Way Transit Trips Per Week	0	0

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## Commute Mode By ZipCode for All Employees

Q8. What is your home zip code?

Home Zip code	Total Employees	Employee Percentage	Weekly Count of Trips By Mode												
			Drive Alone	Carpool	Vanpool	Motorcycle	Bus	Train	Bike	Walk	Telework	CWW	Ferry (car/van/bus)	Ferry (walk-on)	Other
99207	14	13.08	41	20	0	0	10	0	0	0	0	1	0	0	0
99208	11	10.28	18	34	0	0	0	0	0	0	0	3	0	0	0
99212	11	10.28	44	10	0	0	0	0	0	0	0	1	0	0	0
99206	11	10.28	48	6	0	0	0	0	0	0	0	1	0	0	0
99216	9	8.41	35	5	0	0	5	0	0	0	0	0	0	0	0
99202	8	7.48	30	10	0	0	0	0	0	0	0	0	0	0	0
99203	8	7.48	20	12	0	0	10	0	0	0	0	0	0	0	0
99205	7	6.54	28	5	0	0	0	0	0	0	0	2	0	0	0
99217	6	5.61	20	5	0	0	5	0	0	0	0	0	0	0	0
99218	4	3.74	7	14	0	0	0	0	0	0	0	1	0	0	0
99027	3	2.80	14	0	0	0	0	0	0	0	0	1	0	0	0
99201	2	1.87	10	0	0	0	0	0	0	0	0	0	0	0	0
99999 (invalid)	2	1.87	5	0	0	0	5	0	0	0	0	0	0	0	0
99210	1	0.93	0	0	0	0	5	0	0	0	0	0	0	0	0
99223	1	0.93	5	0	0	0	0	0	0	0	0	0	0	0	0
99224	1	0.93	4	0	0	0	0	0	0	0	0	1	0	0	0
99037	1	0.93	4	0	0	0	0	0	0	0	0	1	0	0	0
99204	1	0.93	0	0	0	0	5	0	0	0	0	0	0	0	0
83835	1	0.93	4	0	0	0	0	0	0	0	0	1	0	0	0
99006	1	0.93	0	5	0	0	0	0	0	0	0	0	0	0	0
99009	1	0.93	4	0	0	0	0	0	0	0	0	0	0	0	0
99016	1	0.93	5	0	0	0	0	0	0	0	0	0	0	0	0
99021	1	0.93	4	0	0	0	0	0	0	0	0	1	0	0	0
99026	1	0.93	4	0	0	0	0	0	0	0	0	1	0	0	0